

WEATHER FORECAST.
Fair with moderate temperature to-day;
to-morrow fair and warmer.
Highest temperature yesterday, 85; lowest, 64.
Detailed weather reports will be found on editorial page.

VOL. LXXXVI.—NO. 308—DAILY.

NEW YORK, TUESDAY, JULY 4, 1932.

PRICE TWO CENTS
THREE CENTS
WITHIN 200 MILES
FOUR CENTS ELSEWHERE

MEMBERS IN REVOLT OVER CONSOLIDATED OFFICIALS' POLICIES

Exchange Stirred by Lax-
ity in Admission of New
Members to Its Floor.

ONE WAS INDICTED

Fuller and Dier Failures
Basis for Protest That
Demands Reform.

BOARD MEETS SECRETLY

Resignations by Governing
Authorities and New Deal
Among Objects.

Resentment over the continuance of policies that have caused severe criticism of the Consolidated Stock Exchange has started a revolt within its membership and, while the movement against the administration has not progressed very far, there are indications that the officers of the Consolidated Exchange are much concerned over the outcome.

Yesterday the governing committee of the Consolidated met in special meeting, hurriedly called, and besides taking up routine matters of a nature which did not call for a special meeting, discussed the Fuller failure, the admission of Fuller, then, as now, under indictment, as a member of the Consolidated Exchange; the criticisms that have been leveled at the organization and the policies which have led to them. The committee was in session from 3 o'clock until after 7 o'clock last night. Then no announcement was made.

There had been published in the afternoon a statement that the meeting had been specially called as the result of an informal mass meeting of protest by members who had declared that the president, W. S. Silkworth, and other officers must resign. The story of the afternoon was somewhat circumstantial. Its truth was denied emphatically by Mr. Silkworth. Mr. Silkworth said that there was no dissension in the organization; that no resignations had been asked for and none had been offered, that during the summer time the regular meetings of the governing board were suspended and the routine business allowed to accumulate until there was sufficient to necessitate the calling of a special meeting. The meeting called for yesterday, he said, was such a meeting.

Regular Meetings Are Held.
As a matter of fact the governing board of the Consolidated, which meets regularly on the second and fourth Thursdays every month, held its regular meetings on June 8 and June 22. It was also scheduled to hold its regular meeting on July 13, but that arrangement was completed until Friday. On Friday it was decided that a special meeting should be held; the notices were hurriedly called and the meeting was held in sealed envelopes on Saturday morning.

The significance is the fact that the meeting of protest was reported as having been held on Friday afternoon. There is no disposition on the part of anybody deeply concerned in the affairs of the Consolidated to believe that the family row that is going on there, there is a better element in the membership which has been deeply chagrined over the happenings of recent months. Nearly every one of these happenings, as THE NEW YORK HERALD showed in its series of articles on the Consolidated Stock Exchange, reflected more or less on the management and methods of the organization. There have not only been two score failures in which the investing public lost millions of dollars, but there have been other disclosures which have caused indignation in the more conservative element in the membership.

A group of these men got together on Friday and talked matters over. This was not, strictly speaking, a meeting; it was a meeting of protest. The special meeting was asked for and the protest was carried into the board room yesterday. After the meeting had lasted four hours the newspaper men were dismissed with the announcement that no news would be given out.

Insurgents Not Organized.
The insurgents, if they can be so called, have not organized, as far as could be learned. Nor are there any indications that the group is powerful enough to make a great deal of headway against the administration group, which is powerfully entrenched.

Aside from the numerous failures and the revelations of the history and questionable financial tactics of failed members the insurgent group have in mind particularly the failure of E. M. Fuller & Co., in which the public will probably lose nearly \$4,000,000; the membership of Percy Thomas, who, according to the evidence in the Dier bankruptcy hearings, bucketed Dier's orders, and the membership of Fred Andrews, cashier for Hughes & Dier and Dier & Co., whose operations have figured prominently in the Dier bankruptcy. The Fuller case is regarded by these men as being particularly flagrant inasmuch as Fuller was under indictment when he became a member and officer of the Exchange have said they knew as much. Their explanation was that Fuller said the suits against him should not be taken seriously.

There also is a story in connection with the Fuller failure to the effect that a near relative of an official of the Consolidated was employed as a clerk by Fuller at a salary of \$5,000 a year, when neither his experience nor his duties warranted the payment of any such sum. Other and more vague tales of favoritism are prevalent.

ATACK MAXIMILIAN HARDEN; KAISER'S FOE BADLY INJURED

Special Cable to THE NEW YORK HERALD. Copyright, 1932, by THE NEW YORK HERALD.

A telephone message to-night to The New York Herald of Paris from Berlin says Maximilian Harden, editor of the *Zukunft*, who recently has attacked both the former Kaiser and the ex-Crown Prince for their encouragement of plots against the German Republic, was assaulted in the Grunewald suburb of Berlin. He was clubbed, and taken home in a serious condition.

His assailants, who were arrested, are said to have confessed that Harden was on the blacklist as a Jew and a supporter of the ideals of Dr. Rathenau, who was assassinated only a little more than a week ago.

Harden's real name is Witkowski, a brother to a banker closely connected with Max Warburg, who also is said to be down on the monarchists' and anti-Semitic list of those to be slain.

BERLIN, July 3 (Associated Press).—Two men attacked Maximilian Harden near his home in the Grunewald, a suburb of Berlin, to-day. He was taken unconscious into the house, where he was found to be suffering from five wounds in the head. The assailants were arrested.

The attack on Herr Harden is the third on prominent supporters of the German Republic Government and no fewer than 300 persons have been murdered through the operations of groups of reactionary monarchists who are the uncompromising foes of the Ebert regime. On August 27 last Matthias Erzberger, once Vice-Chancellor of the old Imperial Government and Minister of Finance in the Ebert Cabinet, was assassinated as he was walking through the Black Forest. He was called the "best hated man in Germany" because as a member of the armistice commission many Germans thought that the accepted terms were unnecessarily humiliating for his country. Dr. Walter Rathenau, the German Foreign Minister, was murdered only a few days ago, on June 24, when driving in the same neighborhood of Grunewald.

TOWERMAN ADMITS MISTAKE IN WRECK

Thought Fast Freighter Pass-
ing in Rain Was Atlantic
City 'Flier.'

TURNED WRONG SWITCH

Total Casualties in Winslow
Junction Disaster Are Six
Dead, Thirty-two Hurt.

Special Dispatch to THE NEW YORK HERALD.
HAMMONTON, N. J., July 3.—Six persons were killed and thirty-two others were injured, many of them severely, when the Philadelphia-Atlantic City "Owl Train" of the Philadelphia and Reading Railroad, racing at seventy-five miles an hour through a rainstorm, hit an open switch at Winslow Junction, three miles north of here, and went over a thirty foot embankment to the tracks of the Pennsylvania railroad.

There were approximately ninety men, women and children, mostly the latter, aboard the train bound for Atlantic City to spend the holiday. Three investigations have been begun to place the blame. John De Walt, 68, a towerman at Winslow Junction, set the switch which diverted the train from its direct course on to the Cape May and Wildwood division. To-night he is a virtual prisoner in his home here, although all of the investigating authorities deny that he has been placed under arrest. He is under the guard of the State police.

The action immediately preceding the wreck has been placed together as follows: De Walt, in his tower house, saw a freight train approaching and knew the "Owl" was about due. He sent the freight train off onto a siding and threw the switch for the main line to Atlantic City. A moment later along came a string of empty cars traveling at a terrific rate. It was raining hard and De Walt could not make out what the train was, but thought it was the "Owl." De Walt then threw the switch so the freight train could go off on the Cape May-Wildwood division. A moment later the express raced by and it was too late to avoid the wreck.

The Dead.
A checking up of the casualties late to-night placed the number of dead at six. They were:

Joseph Dillman, 35, of 113 Duane avenue, Pleasantville, N. J.

William A. Souder, 30, of 113 South Missouri avenue, Atlantic City.

Francis J. Corbett, engineer of the wrecked train, whose home was in Gloucester, N. J.

William A. Souder, 30, of 113 South Missouri avenue, Atlantic City.

John Linehan, 34, of 1714 Alleghany avenue, Philadelphia.

James Owen, a negro porter, whose address is not known.

Railroad officials at the scene of the wreck said even with the open switch the wreck could have been avoided if the train had not been traveling at such a terrific rate. There is a signal that warns an engineer when he is approaching an open switch. No train traveling at forty miles an hour would have left the tracks, they said. That Westcott was going at almost twice that rate when he hit the switch was evidenced by the fact that the train ripped up more than 300 feet of the roadbed before it plowed through the mire of mud to the edge of the embankment and catapulted off.

Prosecutor Wolverton of Camden county, who assumed charge of the investigation for the State early in the day, said to-night that no arrests would be made at this time. The prosecutor added that he would defer any action until the Interstate Commerce Commission and the Public Utility Commission had completed their investigations.

It was from De Walt that Prosecutor Wolverton obtained the most connected story of what had preceded the accident. He placed the blame for the wreck on the fact that the signal may have been flashed on him so suddenly that it was humanly impossible to stop the train.

The filer left Camden at 11:10 P. M. and it was due in Atlantic City at 12:30 A. M. As best the authorities can figure, the train was going at 75 miles an hour when it hit the switch.

IRISH REBELLION ABOUT TO CRUMPLE

Free Staters Increase Pressure
on Insurgents Holding
Gresham Hotel.

REPORT DE VALERA FLED

His Stronghold Bombarded
This Morning and Its Fall
Imminent.

LONDON, July 4 (Tuesday) (Associated Press).—A late dispatch from Dublin says that the attack on O'Connell street is being pressed strongly and that the defense may collapse at any moment. It is suspected that most of the defenders, including De Valera, have escaped and that the prisoners will not exceed forty or fifty.

The bombardment of De Valera's stronghold with eighteen pounders began at 1:30 o'clock this morning, according to a telephone message from Dublin to the *Daily News*. Its fall, it is declared, is expected shortly.

The Dublin correspondent of the *Daily Mail* reported that the last hotels occupied by the irregulars were on the point of capture. The Free Staters erected barricades all over the central parts of the city to prevent escapes and the barricades were being sniped at from the roofs.

In some districts it was expected that street fighting would develop. When the Free Staters entered the Swan Hotel in York street after a two hour bombardment they found only three wounded republicans, forty others having slipped away. The rebels had hung out a horseshoe for luck, saying that the hotel would not fall until the tailman fell, but the horseshoe is still there.

Some buildings occupied by insurgents are reported to be in flames, the fire in one case apparently having been started by a storming party which burst through the wall of an adjacent house and attacked the occupants with bombs.

The rebels hold positions in two areas near each other, with a wedge of regulars between them. The rebels are high ground above O'Connell street abutting to the east of Parnell square, they hold Barry's Hotel and the Plaza Hotel, but have lost all other strategic points in this section.

REGULARS CORNER REBELS IN DUBLIN

Drive Them to Last Stand in
Restricted Area.

By FRANCIS McULLAGH.
Special Cable to THE NEW YORK HERALD.
Copyright, 1932, by THE NEW YORK HERALD.

The irregulars to-night are making their last concerted stand, cooped up in the Gresham Hotel in O'Connell street and adjoining side streets, an ever shrinking area. The rebel position has been under fire since the break of day, apparently with but little effect on the spirits of the insurgents, who return the fire.

After 3 o'clock the scattering exchange of shots increased in volume and volleys were exchanged. The Free Staters held all the approaches to the fighting area and several of the outlying rebel positions in houses are in flames.

Continued on Page Seven.

Collie Leaps From Automobile and Bites Master's Assailant

Harry L. Leibbreck of 1234 Fifth avenue got out of his automobile at 11:20 street and Fifth avenue yesterday afternoon to remonstrate with Robert Newmark of Bergenfield, N. J., who had driven his car so close to the curb as to crowd Leibbreck's machine. He didn't notice that a big collie sat in Newmark's car. Leibbreck and Newmark argued loudly, and the dog began to growl, and when Leibbreck made a motion toward Newmark as if he were going to strike the dog's master the dog leaped at Leibbreck and bit him on the hand. Leibbreck jumped back and the dog followed him. Two other motorists whose cars were also caught in the jam went to Leibbreck's aid and pulled the dog away before Leibbreck was bitten again. Patrolman Reilly of the West 123d street station straightened out the traffic jam and then arrested Newmark, charged with driving an automobile while intoxicated. He also sent to Harlem Hospital for an ambulance, and Dr. Tanner dressed Leibbreck's hand.

FIND \$100,000 LOOT, SEIZE 3 MEN, IN BIG POST OFFICE HOLDUP

One Prisoner Eludes Offi-
cers and Hides on Balcony
Trying to Escape.

TRAILED FOR MONTHS

Arrests Give New Clews in
\$2,500,000 Robbery in
Lower Broadway.

PLUNDER KEPT IN TRUNK

Postal Inspectors Raid Place
in Gramercy Park and
Round Up Securities.

Three men were arrested by Detectives Kiley, O'Brien and Stephan at Broadway and 102d street yesterday afternoon and taken to the General Post Office in Eighth avenue on charges of complicity in the holdup of a mail truck at Broadway and Leonard street October 24, and the theft of bonds and other securities worth \$2,500,000.

After the men had been questioned for several hours Post Office Inspectors Doran, Murphy and Vick went to the home of one of the men, Edward Bryce of 12 Gramercy Park, where they said afterward they recovered \$100,000 worth of the stolen bonds, found hidden in a trunk.

Besides Bryce, the prisoners are Charles P. Heines of Rochester and Charles Lambert of 862 Amsterdam avenue. The detectives and the post office inspectors had been on their trail for some time and are said to have arranged with them for the sale of some of the stolen securities. The three men offered no resistance when the three detectives approached them as they stood on a corner in upper Broadway and placed them under arrest.

One Man Seeks to Escape.
The arrest was made at 4 o'clock. About 5 o'clock the inspectors left the prisoners alone in a room on the third floor of the post office. When they went back at 7 o'clock Bryce was missing. Half a dozen detectives hurried to the post office from the West Thirty-third street station and the big building was searched. Soon after 8 o'clock Bryce was found hiding on a small balcony or roof extension that jutted out from a window on the second floor on the Thirty-third street side of the structure. Both he and the others insisted they were innocent and knew nothing of the holdup and the theft of the bonds, but Bryce would not say why he had tried to escape.

When the inspectors went to Bryce's home in Gramercy Park they found Mrs. Bryce and a woman from Arizona who has been visiting the Bryces. The women were taken to the post office and questioned, but Inspector Doran said that no evidence had been found to connect them with the robbery. The three men will be arraigned this morning before United States Commissioner Charles J. Smith, charged with the holdup and the theft of the bonds.

Inspector Doran and the others who had a share in the capture would not say just what part the prisoners played in the robbery, whether they were the actual bandits or whether they were the men chosen to dispose of the plunder. "We have been after them for a long time," said Doran, "and now we have them."

Dozen Men in the Plot.
Some time ago it was stated by post office inspectors that work on the case that at least a dozen men were involved in the plot which culminated with the holdup of the truck and the theft of the bonds, and that one of the men was a broker through whom the stolen bonds were to be sold. Several arrests have been made in the case, but most of the prisoners have been released because of lack of evidence.

Among the arrests which the Government agents considered especially important at the time were those of Louis and John Wolfe and Jacob B. Price, arrested last April charged with trying to sell \$25,000 worth of the stolen bonds. These men are said to have arranged to sell the bonds to Government agents acting under cover of brokers' fences. Their arrest was made after many months of investigation, and after the robbery had thrown such a scare into the postal officials that for some time mail trucks were guarded by United States marines and business houses and banks used heavily armed trucks for the transport of valuable securities.

Inspector Doran said that the securities found last night in the Gramercy Park home of Bryce and the stolen bonds of the Argentine Republic, the Puget Sound Light and Power Company, Anaconda Copper, Mexican Petroleum, Braden Copper and the Duluth and Iron Range Railroad.

The traveling public had its first experience to-day of the effects of the strike in the Pacific coast region when passengers on the Overland Limited of the Southern Pacific Lines, coming through the Sacramento Valley, where the thermometer registered 104 degrees, were told the electric fans in the cars could not be operated.

It was said the electricity must be conserved for lighting the cars and that no electricians were available to make repairs of the fans.

Continued on Page Two.

MAINTENANCE MEN HALT STRIKE CALL; AGREE TO MEET RAIL BOARD TO-DAY; UNIONS QUITTING WORK OUTLAWED

BAN ON SIX CRAFTS
Board Declares Men
Must Form New Asso-
ciations to Benefit
by Its Decisions.

U. S. TO BACK RULINGS

Men Who Stay at Work
Entitled to Every Form
of Protection.

TRAFFIC STAYS NORMAL

Roads Announce They Are
Getting Many Recruits to
Replace Strikers.

CHICAGO, July 3 (Associated Press).—The six railway shop crafts unions which went on strike Saturday were outlawed by the United States Railroad Labor Board to-day.

The outlaw order followed a statement by Ben W. Hooper, chairman of the board, last week that "blood would be upon the head" of Bert M. Jewell, chief of the striking shopmen, when he ignored the board's order to appear before it and justify his strike order. The order said in part:

If it be assumed that the employees who leave the service of the carrier because of their dissatisfaction with any decision of the Labor Board are within their rights, it must also be conceded that the men who remain in the service and those who enter it anew are within their rights in accepting such employment; that they are not strike-breakers seeking to impose the arbitrary will of an employer on employees; that they have the moral as well as the legal right to engage in such service of the American public to avoid interruption of indispensable railway transportation, and that they are entitled to the protection of every department and branch of the Government, State and national.

Letters will be addressed by the board to both the carriers having men on strike and to the shopmen remaining at work, advising them to form new "associations or organizations," which would function in behalf of the employees before the board and which would be the basis for the application and benefit of the outstanding wage and rules decisions of the board.

Following their action in branding the shopmen, the board to-night directed its efforts toward the prevention of an extension of the walkout to the 400,000 maintenance of way men.

Following a meeting of the executive council of the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers in Detroit to-day, it was announced that the threatened walkout would be held up pending a conference with the labor board in Chicago at 10 A. M. to-morrow.

Members of the board expressed strong hopes to-night that the conference would avert a walkout. They declared that the only question at issue was one of wages and that the way already had been opened for a reconsideration of wage reductions, which went into effect on July 1, simultaneously with the shopmen's walkout.

At that time Mr. Hooper announced that Government reports indicated an increase in the cost of living since the strike rendered its wage reduction decisions obsolete. He said that the basis of an immediate appeal to the board by the employees for wage increases. Union leaders were quoted to-day as demanding only that the board here top its wage cuts pending the appeal. The difference was slight, it was declared, and the belief was expressed that the gap would be bridged without a strike.

Meanwhile conflicting claims continued regarding the number of men involved in the walkout of the shopmen. Louis and John Wolfe and Jacob B. Price, arrested last April charged with trying to sell \$25,000 worth of the stolen bonds. These men are said to have arranged to sell the bonds to Government agents acting under cover of brokers' fences. Their arrest was made after many months of investigation, and after the robbery had thrown such a scare into the postal officials that for some time mail trucks were guarded by United States marines and business houses and banks used heavily armed trucks for the transport of valuable securities.

Inspector Doran said that the securities found last night in the Gramercy Park home of Bryce and the stolen bonds of the Argentine Republic, the Puget Sound Light and Power Company, Anaconda Copper, Mexican Petroleum, Braden Copper and the Duluth and Iron Range Railroad.

The traveling public had its first experience to-day of the effects of the strike in the Pacific coast region when passengers on the Overland Limited of the Southern Pacific Lines, coming through the Sacramento Valley, where the thermometer registered 104 degrees, were told the electric fans in the cars could not be operated.

It was said the electricity must be conserved for lighting the cars and that no electricians were available to make repairs of the fans.

Continued on Page Two.

BOSTON & MAINE MEN BACK; ADMIT STRIKE WAS ERROR

Special Dispatch to THE NEW YORK HERALD.

BOSTON, July 3.—The first break in the ranks of the striking railroad shopmen here came to-day from the Boston and Maine Railroad. At a conference of the road's executives this afternoon it was reported that approximately 200 of the men who were on strike Saturday reported back for work this morning.

Among the repentant were machinists and car cleaners. They told their foremen they went out because they were ordered to do so, but after thinking it over Sunday they came to the conclusion that they did not know what they were doing, so to-day they came back and asked for their old jobs, and got them. It is understood they were taken back without any loss in rating.

Both the New Haven and Boston and Albany local officials report applications for work from many old employees who had been laid off some time ago, when business became so slack that there was nothing for them to do. These men have been put to work in the positions left vacant by the strikers.

At both the North and South stations it was declared that passenger trains with their big holiday and vacation traffic were moving practically on schedule time.

U.S. CONTEMPLATES SEIZING COAL MINES TRAVEL FOR TO-DAY TO GO ON SCHEDULE

Offers Plans to End Strike, but
Insists Deadlock Must
Be Broken.

CONFERENCE ADJOURNED

Hoover and Davis, Failing to
Get Action, Await Return
of President.

Special Dispatch to THE NEW YORK HERALD.
Washington, D. C., July 3.

Deadlocked apparently beyond the possibility of a compromise, Secretary of Commerce Hoover and Secretary of Labor Davis to-day obtained an adjournment of the conference between the representatives of the coal miners and of coal operators in the bituminous branch of the industry until Monday, July 10.

The reason for this adjournment was that the conference was about to break up with the acknowledgment that it was impossible for the warring employers and employees to get together.

Tentative suggestions of the Government toward a plan for settlement were made at the meeting held this morning, but neither faction was willing to accept.

It was the belief of Secretaries Hoover and Davis, who represent jointly the Administration and the public in the conference, that if the delegates got time to go home and think it over a few days they would be likely to agree on the Government plan.

The Administration forces stand by the suggestions made by President Harding in his opening address to the conference. It is the belief of the Administration that in a war between employers and employees affecting the public needs the public interest must be considered. In the event of failure to get together on the part of the warring factions the Government must intervene.

Problems to Confront Him.
President Harding is expected home late in the week. He will find the coal strike deadlocked and the railroad shopmen's strike probably not settled. Spokesmen for the President say his mind is made up. He is said to believe that the differences between the operators and the miners are great that it must force a compromise.

The first suggestion from the Government, it is expected, will be a Federal commission which will arbitrate the differences between operators and miners. The Government will represent that differences between employers and employees involve values which can be settled best by disinterested organization. The Government will present two or more plans for organizing an arbitral committee, all the time insisting that the deadlock must be broken.

The plans of the Government are kept in concealment, but are suggested by the subtle threat in President Harding's address to miners and operators. Government seizure of some of the leading mines and their operation under Government auspices so that the public will not freeze this winter is in prospect.

Conference Is Heated.
The conference this morning was heated and suggested no possible compromise. The miners, headed by President Lewis of the United Mine Workers, insisted that the wage scale should be predicated upon a national basis. The operators through their spokesman, A. M. Ogilvie, were equally insistent that the wage scales be worked out on district bases.

The silence which has prevented the public from knowing just what arrangements are being made for settling the strike was defended and explained by Mr. Hoover.

"The reason for secret sessions is very simple," he said. "When difficult problems come up for discussion there is always a tendency of men on both sides in speaking to the press to enter upon subjects not pertinent to the question at issue. Having registered themselves before the country there is then a terrible difficulty in obtaining a meeting of minds essential to a compromise."

There is nothing in these sessions that the public cannot know eventually, but this is purely a process of getting the groups together and is not a question of secrecy. The possibility of getting a compromise is destroyed if both sides are given the whole story for the public.

Roads Consider Fusion.
The operating managers of the eleven roads entering New York met yesterday afternoon at 75 Church street to consider the possible pooling of resources. It was at this meeting that the decision to cancel the seniority of all strikers was taken. The roads represented were the Baltimore & Ohio, Pennsylvania, Philadelphia & Reading, New York, New Haven & Hartford, Long Island, Lackawanna, Lehigh, Central Railroad of New Jersey and the Erie.

Continued on Page Two.

LEADERS HOPEFUL They Do Not Believe Track Workers Will Join Shopmen in the Lockout.

GRABLE IS IN NO HASTE

Promises if Agreement
Fails He Will Not Act
at Once.

WAGE ONLY IN DISPUTE

Reports That 90 Per Cent. of
His Union Has Voted to
Quit Work.

DETROIT, July 3 (Associated Press).—The United States Railroad Labor Board late to-day averted, temporarily at least, a threatened strike of 400,000 maintenance of way employees in protest against a wage reduction.

Just as the executive board of the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers was mapping plans to send forth a strike call, the Labor Board made a request by telephone that the union chiefs meet with the Labor Board in Chicago to-morrow in an attempt to adjust the differences between the railroads and their employees. The invitation was accepted and the five members of the union board, with E. F. Grable, international president, left to-night for Chicago.

In addition to the invitation, the Labor Board sent by telegraph to the union officials a copy of a resolution passed by the board to-day in which it announced any organization striking against the board's decisions would be outlawed.

The Labor Board's invitation to the conference brought to an abrupt end a meeting of the Brotherhood board that began at 10 o'clock this morning. After the conference had progressed several hours an unofficial word came from the conference room that a walk-out "reasonably might be expected."

Adjournment Hurdled.
When the Labor Board invitation came the meeting was adjourned hurriedly.

In addition to the brief statement announcing acceptance of the Labor Board's invitation, Mr. Grable declared that in the event the Chicago conference met with failure "a reasonable length of time" would elapse before a strike call was issued. He said this meant at least ten or twelve hours.

The Brotherhood chief refused to say what his attitude or that of the executive board would be before the Labor Board to-morrow. He also declined to say whether he was hopeful of a settlement.

The official statement of the executive board, issued upon the sudden halting of the conference, follows:

"The executive board of the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers has spent the day in tabulating the strike ballots and in perfecting the strike machinery. The board has been invited to meet with the Railroad Labor Board and has accepted the invitation, the meeting to take place in Chicago to-morrow."

Would Prevent Disorder.
Mr. Grable explained the statement's reference to strike machinery by declaring plans had been mapped to prevent any disorder in the event of a strike. He refused to announce the result of the strike ballot recently taken beyond the statement that about 80 per cent. of the votes so far tabulated favored a strike. He said that the railroad organizations joined in practically all the strike ballots have been tabulated, it was announced.

Special Dispatch to THE NEW YORK HERALD.
DETROIT, July 3.—At the international headquarters here of the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers it was said that although tabulation of the strike vote would not be completed before to-morrow there is little doubt the ballots have been 90 per cent. in favor of a walkout.

Since Mr. Grable has pledged himself to abide by the will of his membership there seemed but one thing for him to do—issue strike orders.

Grable with other chiefs of the ten organizations constituting the railway employees' department of the American Federation of Labor made this pledge in Cincinnati during the recent A. F. of L. convention, and Mr. Grable confirmed it last night when he said he would sanction a strike if from two-thirds to three-fourths of his men voted for it.

Appears to Seek Peace.
While making no definite promise when he attended the meeting in Chicago Friday last, Chairman Hooper of the Railroad Labor Board sought to forestall all strike action, including the shopmen's walkout. Mr. Grable seems to have left an impression in some quarters that he would do everything in his power to preserve peace.

Mr. Grable declined to speculate as to the outcome of to-morrow's conference. "We have been invited to consider the merits of the labor board," he said, "and we feel it is no more than our duty to embrace every opportunity that might lead to peaceful settlement of our difficulties."

"Do you believe a settlement will result?" Mr. Grable was asked.

"I don't care to commit myself," he replied.

One guess in railway circles here was that the meeting would be adjourned.

Continued on Page Two.